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Work done in latest styles.  
DEVELOPING AND PRINTING FOR  
AMATEURS A SPECIALTY.  
8A. QUEEN'S ROAD  
CENTRAL.

# The China Mail

ESTABLISHED 1845

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Overland China Mail (Weekly) \$10.00 per year including postage, \$17.00 per year.  
Single copies, Daily, 10 cents; Weekly, 30 cents; for sale.  
Telegraphic Address: "MAIL," Hongkong, China. A.B.C. 5th edition. Telephone No. 51.  
CHINA MAIL LTD.

No. 14,603.

號四月二年十一百九千一英

HONGKONG FRIDAY, FEBRUARY 4, 1910.

日五廿月二十年元統宣

PRICE, \$3.00 Per Month.



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**No. 4**  
**SCOTCH WHISKY**

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HONGKONG,  
CHINA &  
HANKOW.  
**A.S. Watson & Co., Ltd.**  
As supplied to the  
House of Lords  
and  
House of Commons.

**CHINA MUTUAL LIFE INSURANCE CO. LD., OF SHANGHAI**

**DIRECTORS AND OFFICERS.**  
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Lee Yung Sun, Esq.,  
J. H. McMichael, Esq.,  
J. R. Burhill, Esq.,  
J. A. Watson, Esq., Managing Director.  
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S. B. Neill, F.I.A., Actuary.  
A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.  
Insurance in Hongkong \$3,054,182.00  
Assets " " 7,114,490.00  
Income for Year " 5,073,884.81.  
Total Security to Policy-holders " 7,885,852.83.

Leferts Knox, Esq., Hongkong, Canton, District Manager.  
B. W. Lee, Esq., Macao and the District Secretary.  
Alexandra Building, Hongkong.  
Hongkong, November 18, 1909. 1424

## ITEMS AT THE COURTS.

A father and a mother summoned their boy for assault before J. R. Wood and a fine of \$3 was imposed with \$4.50 compensation or 15 days imprisonment as well as being bound over in a personal bond of \$100 for six months.

C. J. Merchand was summoned by A. E. O. Bhoj at the Magistracy to-day for obtaining money by false pretences by means of a receipt which was stated had been altered. The case was remanded until Wednesday, bail being fixed at \$500 cash and \$500 surety.

## SAILORS' AND SOLDIERS' HOME.

Bazaar a Great Success.

Thursday was the second day of the S. and S. Home Bazaar and though there were not crowds of people present, most of the articles on the stalls were sold. The total for the whole Bazaar amounts to \$1,132, which is far above the sum expected.

Capt. Baker made the final statement and when he had concluded three cheers were given for the ladies who have worked so hard to make the Bazaar a success.

The Rev. J. A. A. Baker then thanked Capt. Baker for his splendid work as secretary and the stall-holders, workers and friends for their willing co-operation and generous support.

The Bazaar, fittingly closed with the Doxology.

## HONGKONG ROPE MANUFACTURING CO., LIMITED.

The report for presentation to the shareholders at the twenty-sixth ordinary general meeting to be held at the office of the General Managers on Saturday 12th February, says that the balance on 31st December, 1909, at credit of profit and loss account is \$89,176.50, which it is proposed to appropriate as follows:—  
To place to reserve fund..... \$20,000.00  
To pay a final dividend of \$1.00 per share..... 60,000.00  
To carry forward to the credit of next year's account..... 9,176.50  
In accordance with the articles of association Messrs H. P. White, D. W. Craddock, and Dr J. W. Noble retire from the Consulting Committee but offer themselves for re-election.  
The accounts have been audited by Messrs W. H. Potts and A. O'D. Gordin, who are recommended for re-election.

## A POPULAR REMEDY IN SOUTH AFRICA.

CHAMBERLAIN'S Cough Remedy has been in South Africa for a number of years, and the fact that it still retains its popularity as a cure of coughs, colds and croup is a proof that it gives satisfaction. Moron Brown, general merchant of Port Elizabeth, Cape Colony, makes the following statement: "Chamberlain's preparations have a steady demand all the year round and continue to be popular. We always keep a stock of these medicines on hand. For sale by all chemists and store-keepers."

## Business Notices.

**W. S. BAILEY & Co., Ltd.**

TELEPHONE K 21.

River Steamers, Tugs, Launches, Barges, Motor Boats.

Castings, Forgings, Roofs and Bridge Work.

SLIPPING AND REPAIRS AT LOWEST RATES.

**SALES & AGENCY DEPARTMENT.**

Engines, Boilers, Launches, Pumps, Engineer's Fittings and Supplies both New and Second-hand.

LOWEST PRICES AND PROMPT DELIVERY.

**W. S. BAILEY & Co., Ltd.**

TELEPHONE, K 21.

KOWLOON BAY.

**SALON-CINEMA THEATRE.**

THE ONLY FIRST-CLASS SHOW IN THE COLONY.

EXCELLENT FILMS, BEST ARTISTS.

ORCHESTRA IN ATTENDANCE.

"DAILY CHANGE OF PROGRAMME."

COMPLETE CHANGE TWICE A WEEK, MONDAY AND FRIDAY.

WYNDHAM (FLOWER) STREET, OPPOSITE G. P. O.

DAILY AT 6.30 AND 9.15 P.M.

SATURDAYS AND SUNDAYS, MATINEES

AT 4 P.M. (HALF-PRICE).

Hongkong, December 30, 1909.

**THE VIENNA CAFE COMPANY, LIMITED,**

No. 34, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 924.

BEG to notify the Public that a modern and up-to-date BAKERY and CAFE under exclusively European management has been OPENED at the above entirely rebuilt and modernized premises.

The latest sanitary improvements employed. Strictest cleanliness all over the place.

Use only First-class Flour and other Materials.

The Company has secured the services of Messrs J. SOMMER and A. SZKODZKI for the Bakery and Confectionary Departments. The long experience of both Gentlemen in up-to-date establishments on the Continent is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, September 13, 1909.

**'SOLIGNUM.'**

A Perfect Preservative Stain for Wood, Stone and Brickwork. It protects against decay, fungus, dry rot, the ravages of insects and vermin (especially white ants) and the action of the weather. "Solignum" really does what is claimed for it, as may be seen from the testimonials of the Government of India, the Sudan, etc.

In Drums and Barrels of Various Colours.

Prospectus and all information from

**SIEMSEN & Co.,**

(Machinery Dept.) Hongkong, Sole Agents.

Hongkong, December 7, 1909.

**THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

**HONGKONG-MACAO LINE.**

S.S. "SUI-TAI" 1,285 Tons and "SUI-AN" 1,285 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

**EXCURSION TO MACAO.**

The Company's Steamship "SUI-AN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. on Sunday

Departure from Macao at 5 P.M.

**GREAT REDUCTION IN FARES.**

1st-Class Return.....\$2.00. 2nd-Class Return.....\$1.00.

Single.....1.00. Single.....0.50.

3rd-Class Single only.....0.50.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,**

Hongkong, January 1, 1909.

## NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese risks at current rates.

**JOHN D. HUMPHREYS & SON,**

Hongkong, August 1909.

**NIGHT STEAMER TO CANTON.**

New Twin Screw Steamer.

**S.S. SAN CHEUNG**

Fitted throughout with Electric Light and Fan supplied to all cabins.

(Captain J. McGOWAN).

LEAVES Hongkong for Canton at 9 P.M. on

SUNDAY, TUESDAY & THURSDAY.

LEAVES Canton for Hongkong at 8.30 P.M. on

MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st-Class.....\$2.50 single passage.

Meals.....\$1 each.

Passengers' baggage must be paid for.

CHEUNG ON STEAMBOAT CO., LD.,

No. 25, De Young Road Central.

Hongkong, November 12, 1909.

## Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

**BELL'S ASBESTOS**

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND

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**LANE, CRAWFORD & CO.**

TELEPHONE No. 97.

**LADIES' DEPARTMENT**

**STOCK-TAKING SALE**

FEBRUARY 1st to 12th Inclusive.

THE WHOLE STOCK IN THIS DEPARTMENT

WILL BE OFFERED AT THE

**VERY LOWEST PRICES**

TO CLEAR.

**LANE, CRAWFORD & CO.**

ASK FOR **P. B.** QUALITY

**BEER and ALE**

(Guaranteed Absolutely Free of all injurious preservatives).

IN CASES OF 4 DOZ. QUANTS OR 6 DOZ. PINTS.

Beer - - \$12.00. Ale - - \$14.00.

Order from your dealer or from the

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Depot: 55-57, Des Voeux Road.

Telephone 478. P. O. Box 238.

**DIAMONDS and GEM-SET JEWELLERY**

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs, Charms, Chains, Links, &c.

**Jade Stone and Chinese Made Gold Jewellery; GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.**

Repairs of Watches and Jewellery effected by experienced Europeans

**J. ULLMANN & CO.**

34, Queen's Road Central, Opposite General Post Office.

**ORIENTAL HOTEL**

No. 2, Queen's Road Central.

**A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.**

SITUATED in the most central position. Large and airy rooms. Hot and Cold

Water Baths. Gas and Electric Light. Cuisine entirely under European Supervision.

Private Bar and Billiard Rooms. Monthly Rates for Table and Dinner. Terms moderate.

**FREDERICK REICHMANN, Proprietor & Manager.**

(late Manager of J. Lyons & Co. (Trocadero) leading Caterers in London and of the Grand Oriental Hotel, Colombo).

TELEPHONE No. 127. Telegrams Address: "COMFORT," Hongkong.

Hongkong, December 1, 1909.

**ASTOR HOUSE HOTEL**

(L.A. & CONNAUGHT HOTEL).

**QUEEN'S ROAD CENTRAL**

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable rooms. Excellent cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

Hongkong, October 3, 1909.

**THE GRAND CARLTON HOTEL**

8 and 10, Ice House Road.

THE ONLY FIRST-CLASS PRIVATE FAMILY HOTEL IN HONGKONG.

MAINTAINS ITS REPUTATION FOR COMFORT AND CLEANLINESS.

Rooms elegantly furnished with modern conveniences.

O. E. OWEN, Proprietor.

## Business Notices.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

**FAIRALL & CO.**

ARE SHOWING

A NEW CONSIGNMENT OF

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**BOOTS and SHOES**

FOR

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REMEDY

A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma and all Diseases of the Chest and Lungs—Price \$1.00 per bottle.

**ANISEED AND LICORICE**

COUGH BALM

For the relief of Coughs, Colds, Hoarseness and Soreness of the Chest—50 cents and \$1.00.

**MARTIN'S MIXTURE**

A specific for Influenza, Hay Fever, Cold in the Head—Price \$1.00.

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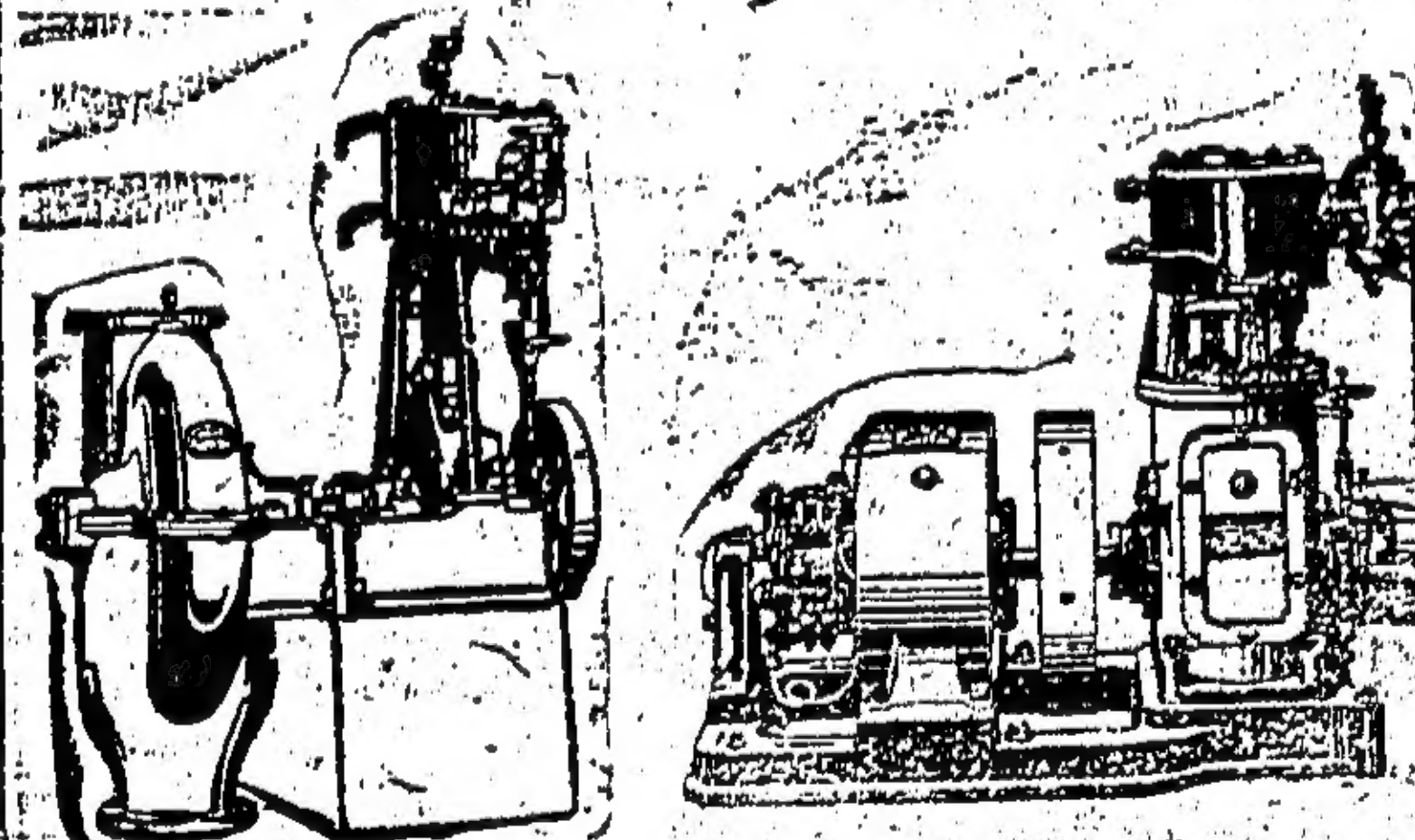
QUEEN'S ENGINEERING WORKS, BEDFORD, ENGLAND

MANUFACTURERS OF—

'Allen' High-Speed Open and Enclosed Steam Engines and Continuous Current Dynamos.

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**WILLIAM C. JACK & CO., LTD.**

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Brandies, Gins, Whiskies, Vermouths, Bitters, Liqueurs, Ales, Beers and Stouts.  
Champagnes, Sherries, Maraslas, Madeiras, Ports, Claret, Burganics, Hocks & Moselles.

**Caldbeck, Macgregor & Co.**

Wine & Spirit Merchants.

Hongkong, January 20, 1910.



## Intimations.

**G. FALCONER & Co.**  
WATCHMAKERS AND JEWELLERS.  
HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCLARS, HORD KEVINS NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**WING KEE & CO.,**

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Became on August 12, 1908. 1117

**MEE CHEUNG & CO.,**

ART PHOTOGRAPHER, ICE HOUSE LANE.  
SPECIALIST IN ENLARGING AND BROMIDE WORK.  
Select Views of Hongkong and South China.  
Special Department for Developing and Printing for Amateurs  
CAMERAS FOR HIRE. 1718

**WHITE ANTS.**

AVENARIUS CARBOLINEUM

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

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CHAMPAGNE

THE LEADING BRAND

**G.H. MUNN & Co.**

REINIS

BY SPECIAL APPOINTMENT TO

*Shewan, Tomes & Co.*

GENERAL AGENTS

HONG-KONG, CANTON

&amp; MACAO.

Hongkong, January 27, 1908

**THE CHINA MAIL, LTD.**

SUNDRIES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT  
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-  
TUSES, WINE LIST, ETC., ETC., ETC.

Obtain quotations from,

THE CHINA MAIL OFFICE,  
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European Supervision

Moderate Prices.

**PREMIUM BONDS**

We are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the  
various Governments and Municipalities of Europe; they are redeemable at periodical  
drawings, either with Cash Premiums varying from 240 to 240,000, or, at the very  
least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones  
payable by convenient Monthly Installments ranging from 10s. to £50.  
SERVICES OIL & Co., Bankers, 2, Rue de la Bourse, LYON (France).

## Intimations.

**MITSU BISHI GOSHI KWAISHA**  
(MITSU BISHI CO.)

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SOLE PROPRIETORS OF TAKA-  
SIMA, OCHI, MUTABE, HOJO,  
NABEYUTA, SAYO, SHINNEW  
and KAMITAMADA Collieries.

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YAO, and KIGIO-KOMATSU Coals.

HEAD OFFICE—TOKYO.

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Shanghai, Hongkong, Hankow.

T.Y. ADDRESSES for above: 'IWASAKI'

Codes:—A1, ABO 6th Ed., Western Union.

## AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHUNKIANG: Messrs Gearing &  
Co.MANILA: Messrs Macdonald &  
Co.

For particulars, apply to

H. OISHI,

No. 2, PRINCE STREET,

HONGKONG.

Hongkong, January 9, 1909. 618

## HONGKONG JOCKEY CLUB.

RACE MEETING, 1910.

Tuesday, Wednesday, Thurs-  
day and Saturday (off-day),  
15th, 16th, 17th & 18th February.

TICKETS OF ADMISSION to the  
GRAND STAND and ENCI-  
SURE may be obtained from Messrs  
KELLY & WALSH, Ltd., at the Gate.  
Price \$7 for the Meeting (excluding  
the Off-Day), or \$3 per day. Tickets  
for the Off-Day, \$2.  
No one admitted without a Ticket  
to be shown to the Ticket Inspector at  
the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 1, 1910. 107

## HONGKONG JOCKEY CLUB.

THE STEWARDS request the  
pleasure of the presence of the  
LADIES at the GRAND STAND  
and ENCLOSURE during the Races  
15th, 16th, 17th, and 18th Instant.  
A Stand and Enclosure will be re-  
served for Members and Members'  
Wives and Families. Tickets for which  
will be sent out with the Members'  
Tickets on the 7th inst.  
All Tickets must be produced to gain  
admission.  
Special accommodation will be re-  
served as in recent years for Chinese  
Ladies and their Female attendants in  
the Stand erected on the plot of Ground  
next to the Lusitania Club Stand.  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, February 1, 1910. 158

## HONGKONG JOCKEY CLUB.

NO Children under the age of 14 years  
will be admitted into the en-  
closure.  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, February 1, 1910. 159

## HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued  
on application to the Under-  
signed on SATURDAY, 12th and MONDAY,  
14th inst.

NO SERVANTS will be allowed  
inside the ENCLOSURE of the  
RACE COURSE during the Race Days  
WITHOUT TICKETS which can be  
had on application to the Under-  
signed. These Tickets are only available for  
servants while in attendance on their  
employers or when on duty at the  
various Stands.  
Any Chinese found loitering about  
with servants' passes in their possession  
will forfeit them and the holders there-  
of will be removed from the enclosure.  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, February 1, 1910. 160

## HONGKONG JOCKEY CLUB.

NOTICE  
THE only Edition of the RACE BOOK  
and PROGRAMMES Authorized by  
the Stewards of the Jockey Club are those  
printed by Messrs NORONHA & CO.  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, January 27, 1910. 158

## RACE BOOKS, 1910.

Leather-Covered, ..... \$2.00 each  
Cloth-Covered, ..... 1.75  
Paper-Covers, ..... 1.00  
May be had from NORONHA & CO.  
(Printers to the Hongkong Jockey Club).  
KELLY & WALSH, Ltd.,  
RUEWEE & Co., Ltd.  
Hongkong, February 1, 1910. 160

## LONDON LETTER.

(From Our own Correspondent).

LONDON, January 12.  
These are lively times, my masters. We  
none of us can enjoy the sweet pipe of  
quiet contemplation. The chimney corner  
is invaded by the political canvasser, the  
morning paper has nothing in it except the  
accounts of woful antics at political meet-  
ings—and the welkin rings with exchanges  
of which the oft repeated "You're a liar"  
seems to be in greatest currency.

So for the quiet man there is no place.  
There is no escape. The aggressive ones  
meet you on the doorstep in the morning;  
they waylay you as you return to your  
home at night—and the Englishman's home  
is not much of a castle in these days, I  
assure you. If you think to appease him—  
as I did the other day—you are as apt to  
slip as possible. I judged my questioner  
to belong to a certain party so I said I was  
of that persuasion too. I also said all  
the people in my road were that way also,  
whereupon I received this withering retort,  
that has seared into my soul and robbed  
me of my peace of mind ever since—"Not  
the respectable one's I assure you." If it  
keeps you much longer I will have a placard  
printed "I am a Manxman of the worst  
kind. No canvassers admitted by the dog  
which is an Anarchist with a grudge  
against all parties." Plenty of people feel  
like me. But we are the minority and we  
have it on the authority of a statesman  
that "minorities must suffer."

The trouble doesn't stop there. A friend  
of mine dislikes a certain candidate for  
Parliamentary honours as the unmentionable  
Speaker of the Lowest House of All is said  
to get his wrath up when confronted with  
Holy Water. Yet as we strolled through  
the district invaded by the scorned one the  
other evening the ragmuffins in the street  
fancied they saw some resemblance between  
my friend and his belated, whereupon  
they called out "Bravo Jack Jones"—as I  
will name the candidate for the purpose of  
the story. The combination was too much  
for my friend. He had to drown his sor-  
rows in the convivial hour for quite a while  
before his normal cheerfulness was restored.

Now at Great Tarmouth the women seem  
to be keen politicians. Mrs. Fill, the wife  
of the Conservative candidate, went con-  
vassing and had an altercation with a fish  
wife. Some remark nettled the latter lady  
and she attacked the face of the canvasser  
"good and hard" as our Yankee cousins  
say. We are moving along since the suf-  
frage took the field to teach us that  
men have equal claims with women for the  
title of the "gentle sex."  
Still, to uphold the ancient claims of the  
mere male to be a fighting animal, we have  
the Liberal candidate for Exbridge taking  
off his hat to his opponent, Sir William  
Bull, Conservative candidate for Ham-  
mer-smith, punching—and being punched by—  
the local hairdresser, and Hugh Cecil Lee,  
the irrepressible retiring member for East  
St. Pancras being checked out of a Con-  
servative meeting where he was cheered  
more than a noble lord who was down to  
speak.

The billposters and printers are benefit-  
ting from the fight, if nobody else is. Our  
result has been a "combine" of the chief  
bill-posting firms in the London area—firms  
whose capital is considerable and whose  
operations are extensive. Some years ago  
a formal but unsuccessful attempt was  
made to float a huge limited company which  
would have controlled practically the street  
advertising of the whole country. This  
failed, but since then the larger companies  
in London have carried out a policy of  
absorption under which the lesser concerns  
either lost their distinctive identities or  
were "controlled."

With no fresh fields to conquer in that  
direction, the parent companies were faced  
with the alternative of continuing a  
strenuous competition or of arranging a  
truce on satisfactory financial terms.  
Agreements now having been signed, the  
contributory businesses will be conducted  
under their former titles, but the hoardings  
of London and the contiguous country are  
nearly all administered under the arrange-  
ment, the exceptions being negligible.

The new "combine" will in time extend  
its policy of absorption to the provincial  
districts so that this election will set afoot  
at least one powerful trust.  
Supposing, as many predict, that the  
Liberalism emerges at the end of the month  
with only a "bare" working majority, Mr.  
Asquith's position will not be as easy one.  
Not only will he be at the mercy of the  
Irish Nationalists and other groups, but  
Lloyd-George and Winston Churchill may  
be trusted to make the policy as advanced  
as possible. My general consent  
they have played their cards with much  
adroitness. They still hold the trumps, so  
far as their party are concerned and all  
other ministers must toe the line.

On the other side the bulk of the work-  
apart from the pests, who have not  
been happy in the arena—has been done by  
Mr. E. Smith, K. C., Mr. Bonar Law, and  
Mr. Austen Chamberlain. Keep your eye on  
that trio for the future of Conservatism.  
Great preparations are being made for  
this year's Japanese Exhibition. The pro-  
moters hope not only to have a mighty  
show of Far Eastern exhibits but also to  
attract to our shores many of the nobles  
of China and Japan. With that end in view  
it is expected that extensive arrangements  
will shortly be made for conducting the  
Oriental on tours of our islands and the  
principal industries that belong to various  
districts.

The coming season seems to promise  
important developments in yachting circles.  
owing to the inauguration of a series of in-  
ternational regattas arranged on a different  
basis from any that have been held so far.  
The majority of the leading fixtures every  
year include races which are open to foreign  
yachts and there were distinct international  
features in the Cowes Regatta last year,  
when several German and Spanish yachts  
competed. The international fixtures now  
begin arranged are intended to be upon  
lines different from the ordinary regattas.  
To begin with, they will in a sense be  
regulated by the International Yacht Rac-  
ing Union and will be held in rotation in  
different countries. The formation of the  
International Union has rendered such a  
thing possible, as owners in all European  
nations now build yachts for certain recog-  
nized classes, so that all meet and sail upon  
even terms in each class and there is no  
longer the necessity of adjusting time  
allowances between vessels built under  
different rules of measurement. The first  
of these international meetings will be held  
at Cowes in August. Next year's meeting  
will be held at Harve, and in 1912 it will  
take place at Kiel, were the ordinary  
annual regatta has already become a big  
affair.

A very attractive proposal has lately  
been laid before King Edward for his con-  
sideration. It is that he should abandon  
his usual visit to Maderia next autumn  
and in place of this take a yachting trip to  
Northern countries of Europe. He has  
never yet visited the Villa Hvide, which  
belongs to the Queen and the Empress  
Marie and stands on the edge of the Sound,  
near Copenhagen, and her Majesty is  
very anxious that he should do this. The  
King of Norway is also desirous that his  
Royal father-in-law should pay a State visit  
(Continued on Page 3.)

## WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head  
Quarters Office, Victoria Barracks,  
until 12 Noon, on 21st February, 1910, for  
the undermentioned Supplies and Services  
for the period of 18 months commencing  
from 1st April 1910:—

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provisions.
4. Oil, Wick and Barrack Supplies.
5. Coal, Coke, Wood, etc.
6. Barrack Services and Scavenging.
7. Washing.
8. Fencing.
9. Transport Services. (Supply of  
Launches, Junks, Coolies, etc.)

Forms and other particulars can be  
obtained on application to this Office pos-  
sibly between the hours of 10 A.M. and  
4 P.M. or by letter addressed to the Officer  
Commanding Army Service Corps.

The Tenders must be properly filled up,  
signed and dated, and no tender will be  
noticed unless made out on the proper  
form and delivered at the Head Quarter  
Office by noon on the above date, in a  
closed envelope marked "Tender" on the  
outside.

The right to reject any or all tenders is  
reserved.

HEAD QUARTER OFFICE,

Victoria Barracks, Hongkong.

Hongkong, February 1, 1910. 164

## BELLE VIEW STADIUM.

CHINA NEW YEAR'S DAY,

FEBRUARY 10TH.

## GRAND DAYLIGHT BOXING

CONTESTS.

Light Weight Championship.

STOKES GAMING V. SHAMWY BOXERS.

15 ROUNDS.

Heavy Weight Championship.

STOKES GAMING V. BATHURST WILLIAMS.

10 ROUNDS.

Six Rounds V. JACK MURFAD.

Six Rounds V. J. CAYLUM.

4 ROUNDS KILBITION.

Accommodation for \$2.00.

Doors open 2.15. Commence 2.45 sharp.

Prices: ..... \$1, \$2 &amp; \$3.

Hongkong, February 3, 1910. 165

## PATELL &amp; CO.,

Exporters &amp; Importers

General Merchants

and

Commission Agents.

Hongkong and

Canton.

## FAT HING &amp; CO.

HAVE ALL KINDS OF

FLOWERS, DWARF PLANTS, FERNS,

GOLD FISH, ETC.

FOR SALE OR HIRE.

We invite inspection of our Fine Show at

No. 2, WYNDHAM STREET, opposite

CHINA MAIL OFFICE.

Bouquets made up to order.

Hongkong, December 29, 1909. 1614

## DON'T BAYON IN BAYON.

WHEN you may have ALL the Com-

forts at the lowest cost at

THE WYNDHAM

PRIVATE RESIDENCE, 43, Robinson Road.

Newly decorated and fitted with every

modern convenience.

Cuisine unexcelled.

Tennis Court.

Terms, just right!

Mess W. H. EMBRELEY,

Proprietor.

Hongkong, October 21, 1909. 1263

## Intimations.

**CATHEDRAL**  
CHOIR  
CONCERT.

CITY HALL.

TUESDAY, February 8th,

AT 9.15 P.M.

SELECTIONS FROM

LIGHT OF LIFE..... Elgar  
PSALM XCV..... Mendelssohn  
IOLANTHE..... Sullivan  
VERONIQUE..... Messager.

Booking and Plans at ROBINSON

PIANO CO., LTD.

PRICES \$3 and \$2.

Hongkong, February 2, 1910. 181

## THE CHINA PROVIDENT LOAN &amp;

MORTGAGE COMPANY,

LIMITED.

## THE THIRTEENTH ORDINARY

ANNUAL MEETING OF SHARE-

HOLDERS in the COMPANY, ST.

GEORGE'S BUILDING, No. 6, CONNAUGHT ROAD,

on SATURDAY, 6th February, 1910, at

11.30 A.M., for the purpose of receiving a

Statement of Accounts and the Report of the

General Managers for the year ending

31st December, 1909, declaring a Dividend  
and electing a Consulting Committee and  
Auditors.The TRANSFER BOOKS of the Com-  
pany will be CLOSED on MONDAY,  
the 31st January, and SATURDAY, the  
6th February, 1910, both days inclusive.SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, January 27, 1910. 106

## THE KOWLOON LAND &amp; BUILDING

COMPANY, LTD.

NOTICE IS HEREBY GIVEN that

the TWENTY-FIRST ORDINARY

MEETING OF SHAREHOLDERS in this

COMPANY will be held at the Company's

Office, Victoria Building, on MONDAY,

the 7th February, 1910, at 12 o'clock Noon,  
for the purpose of receiving the Report of the  
Directors together with Statement of  
Accounts for the year ending 31st Decem-  
ber, 1909.The REGISTER OF SHARES of the Com-  
pany will be CLOSED from THURSDAY,  
the 3rd February to MONDAY, the  
7th February (both days inclusive) during  
which period no transfer of Shares can be  
registered.By Order of the Board of Directors,  
A. SHELTON HOOPER,Secretary to the Kowloon Land Invest-  
ment & Agency Co., Ltd.Agents for THE KOWLOON LAND & BUILD-  
ING CO., LTD.

Hongkong, January 28, 1910. 138

## HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-SEVENTH ORDINARY

HALF-YEARLY MEETING OF

SHAREHOLDERS in the COMPANY will

be held at the Office of the Company,  
Hotel Mansions, on TUESDAY, the 6thFEBRUARY, at 12 o'clock Noon, for the  
purpose of receiving a Report of Directors,  
declaring a Dividend, confirming the  
appointment of a Director and electing  
Auditors.The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 28thJanuary to the 8th February, both days  
inclusive.By Order of the Board of Directors,  
W. E. CLARKE,

Secretary.

Hongkong, January 17, 1910. 88

## HONGKONG ROPE MANUFACTURE

ING CO., LTD.

THE 26th ORDINARY ANNUAL

MEETING OF SHAREHOLDERS in the

above COMPANY will be held at the

COMPANY'S OFFICE, St. George's  
Building, No. 8, Connaught Road, Victoria,  
on SATURDAY, 12th February, 1910, at  
12 o'clock Noon, for the purpose of receiv-  
ing a Report of Directors, confirming the  
appointment of a Director and electing  
Auditors.The TRANSFER BOOKS of the Com-  
pany will be CLOSED from MONDAY,  
the 8th February to SATURDAY, the 12th

February, 1910, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.







## POWELL'S

Cash =  
Sale =GENT'S  
GOODSAT  
28, QUEEN'S ROAD.

NOW ON.

A. S. WATSON  
& Co., Ltd.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EX-  
CELLENCY THE GOVERNOR.

## WATSON'S

Effervescing  
LIVER SALTHighly recommended for  
Biliousness and all derangements  
of the Stomach.

## WATSON'S

## DIGESTIVE

## TABLETS

An infallible cure for Indiges-  
tion.

## WATSON'S

## EMBROCATION

Favorable to Sportsmen and  
Athletes.AN EXCELLENT REMEDY FOR  
**Sprains, Stiffness,  
Rheumatism,  
Sore Chest, etc.**A. S. WATSON & CO.,  
LIMITED.Prescribers to the Government  
Civil Hospital, etc., etc.

## THE HONGKONG DISPENSARY.

## VICTORIA CINEMATOPHIL.

PREMIER HALL OF THE COLONY,  
28, QUEEN'S ROAD CENTRAL,  
(Corner of Pottinger Street).Performances 7.15 to 9 and  
9.15 to 11.15 P.M.TODAY! TO-NIGHT!  
EXTRAORDINARY SUCCESS  
of the celebrated and eminent Artist  
Mrs. MYRA JAMES.Mr. SAM GALEA,  
Artist-Manager to describe and characterise  
Impersonation.THE FAMOUS "SADIE"!!  
Landing the clever and juvenile artist,  
The best of the Australian Malls.

## NO HOME

## IS COMPLETE

## WITHOUT A VICTOR

\$10 PER MONTH

WILL PURCHASE ONE.

## A STOCK OF

200 Machines

and

10,000 Records

TO SELECT FROM.

S. MOUTRIE &amp; Co., Ltd.

Hongkong, April 16, 1907.

## MARRIAGE.

DUGAN-Lowe.—On 15th December, at  
St. Clement's Church, Hong Kong,  
JOSEPH FRANK DUGAN, of Broadstairs,  
to WINIFRED ANNIE LOWE, second daughter  
of Robert Lowe, Nippon Yusen Kaisha,  
Tokyo, and grand-daughter of the late  
Edward Richard Handley, of Hongkong.

## MEMOS FOR TO-MORROW.

11.30 a.m.—Meeting of China Provident  
Loan and Mortgage Co., Ltd., at Co's  
Office.

## General Memoranda.

Monday, February 7.—  
12.30 p.m.—Meeting of Kowloon Land and  
Building Co., Ltd., at Co's Office.  
2.45 p.m.—Auction of Household Furni-  
ture at No. 1, Cameron Villas, Kow-  
loon.Tuesday, February 8.—  
Noon.—Meeting of Hongkong, Canton &  
Manila Steamship Co., Ltd., at Co's  
Office.  
5.30 p.m.—Meeting of Royal Hongkong  
Golf Club at Club House.  
9.15 p.m.—Cathedral Choir Concert at  
City Hall.Thursday, February 10.—  
2.45 p.m.—Grand Daylight Boxing Con-  
test at Belle Vue Stadium.Saturday, February 12.—  
Noon.—Meeting of the Hongkong Rope  
Manufacturing Co., Ltd., at Co's Office.  
9 a.m.—Smoking Concert at Volunteer  
Headquarters.Monday, February 14.—  
King Alfred Ball.Saturday, February 19.—  
Noon.—Meeting of the Hongkong and  
Shanghai Banking Corporation at the  
City Hall.Monday, February 21.—  
Noon.—Tenders for the supply of Provi-  
sions will be received at Head Quar-  
ter Office, Victoria Barrack.Saturday, February 26.—  
12.30 p.m.—Meeting of National Bank  
of China, Ltd., at Bank Office.  
9 p.m.—Smoking Concert at Phoenix  
Club.

## The China Mail

HONGKONG, FRIDAY, FEBRUARY 4, 1910.

## THE CLERKE OF OXFORD.

Ever since DAN CHAUCER drew the attention of a somewhat sceptical world to the superlative merits of the Clerk of Oxford the whole of England and, for the matter of that, the rest of the earth, has been very well content to take that extremely complacent gentleman at his own valuation. Above all we have been quite willing to admit that the Oxford manner was a priceless possession, something rare and apart, a quality only to be acquired by those who have passed through the schools, situate on the classic banks of Isis. It has nothing to do with the air worn by the scholars whom fate sends to Cambridge, as every impartial observer will admit. Oxford may be the home of lost causes, but it certainly stamps any man with an indelible seal of conscious superiority who has had the good fortune to pass some of the most impressionable years of early manhood amid its academic groves. Mr. SAMUEL HUTTON lately endeavoured to let us into the secret of the Oxford manner and has produced an erudite and amusing volume which will be read with interest by other even than Oxford men. He has allowed Oxford to speak through her sons and the result is something eminently precious. Dear old SAMUEL JONSON, for instance, who was at Pembroke, but left without taking his degree, unburdened his soul as follows:—

"The Oxford men entered the world prepared to show wisdom by their discourse and moderation by their silence, to instruct the modest with easy gentleness and repress the ostentatious by reasonable superciliousness. Now who will be bold enough to dispute that this does not hit off the Oxford manner to a nicety even in this year of grace? Place alongside it NEWMAN's self-complacent remark:—"I can't myself make out how one Oxford man should be known from another. It is a fearful thing that we, as it were, exhale ourselves with every breath we draw." Prodigious! But JOHN RICHARD GREEN, the historian, goes even one better—"He (the Oxford man) is not as other men are: he has a deep, quiet contempt for other men. Oxford is his home, and beyond Oxford lie only waste regions of shallowness and inaccuracy." Even Mr. HUTTON is forced to admit—"The intensity of the Oxford manner is such that it rarely fails to excite violent emotions in those who come within the sphere of its influence, whether they be emotions of profound respect or those of the most acute exasperation." And that, he continues, is the notable difference between Oxford and the seat of learning which the Oxonian in TRACERAY spoke of as "the other shop."

"The mental attitude of those who have been educated in another place shows something of the natural characteristics of the dead level country in which their lot has been cast; its meaning is too often elusive and retiring, while the point from which it can be seen and appreciated is sometimes far to seek. Unsettled in their convictions, over-conscious of difficulties, and fearful of rash guidance, they decline to take any definite course of action themselves, and vouchsafe little to their disciples. Unsettled in their convictions, over-conscious of difficulties, and fearful of rash guidance, they decline to take any definite course of action themselves, and vouchsafe little to their disciples. Unsettled in their convictions, over-conscious of difficulties, and fearful of rash guidance, they decline to take any definite course of action themselves, and vouchsafe little to their disciples."

As a Times reviewer put it when discussing Mr. HUTTON's book, "The cock-sureness of the Oxford man is at once of the all-embracing cock-sureness of a great collectivity. He has been nurtured and even smothered in cock-sureness. He has been taught not only how to think, but also, within limits, what to think. Hence the majestic calm and repose which commonly accompany his cock-sureness, and are often manifested by men whose personal title to be cocksure is not above suspicion—by the 'Shifter' as well as the 'Jowler'—by THOMAS HOOK and BEAU NASH, no less than by CANNING and Peel, and Gladstone."

From time immemorial then has old England enjoyed the pleasure of hearing Oxford men lay down the law to the world "not with the tempestuous arrogance of the demagogue, but blandly and quietly, feeling that they need fear no contradiction because they are the mouth-pieces of an organized and unimpeachable authority." In other words, it is, in the opinion of her sons, Oxford's mission to instruct, while Cambridge is merely allowed by them to amuse or entertain. Well, a little harmless conceit hurts no one and the superiority of the Oxford man, though perhaps exasperating at times has its compensations. For after all Oxford has "set up an everlasting light" which will never be extinguished so long as men truly love learning and the humanities.

The Daily Chronicle states that the Budget will provide a £5,000,000 increase in the appropriation for the Navy and that there will be no question of a loan.

Anyone who has once tasted Del Monte asparagus will desire no other brand. We predict a similar success for the canned fruits which Messrs. Connell Bros. are putting on the Far Eastern market. They are excellent in every way, flavour, quality and value for money.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THIS remedy always wins the good opinion, if not the praise, of those who use it. The quick cure which it effects, even in the most severe cases, makes it a favorite everywhere. It is equally valuable for children, and when reduced with sweetened water is pleasant to take. For sale by all chemists and druggists.

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At half past five o'clock this afternoon, in the presence of a very large number of members and invited guests, His Excellency the Governor formally declared open the new room of the Institution of Engineers and Shipbuilders upon the Praya. We hold over our report of the proceedings until our next issue.

The Hunghatze riots in the northeast of the Province of Chihli are extending, says a German telegram. The rioters have extorted a contribution from all villages between Shengshikuan and Luanchow on the Imperial Railway of North China, and are preparing to attack Luanchow on the Luanchow. The Imperial troops are being re-inforced.

At a quarter to six on Thursday afternoon the China and Manila S.S. Co.'s ship got up anchor and left Hongkong for Manila with a full complement of passengers bound to the Carnival. Among those who will represent Hongkong in Manila of otherwise are Messrs. Thicknesse, Lieut. Pelly, Lieut. Lubbock, Lieut. Bagnall, Capt. Loring, Capt. Crawford, Capt. H. L. G. Bell, Capt. Baird, Mr. Crookenden, Mr. A. C. Carr, and Mr. Geo. Grimble.

Among the pensions granted last year to retired civil servants of Hongkong we find the following—Mr. Dyer Ball, chief interpreter of the Supreme Court, \$4,450 per annum; Mr. Li Hong Mi, assistant interpreter of the Supreme Court, \$4,520; Mr. Justice Wise, \$4,500; Dr. G. H. Bateson, Wright, D.D., late headmaster of Queen's College, \$495; Mr. Arathoon Seth, I.S.O., late Registrar of the Supreme Court, \$3,315; and Dr. J. C. Thomson, medical officer, \$1,533.35.

The American Red Cross has issued a national appeal for funds and supplies to relieve the want and misery caused by the overflow of the River Seine at Paris. Agents of the Red Cross are already at work. Several American newspapers in different sections of the country have opened subscription lists. Philanthropic societies in France, Europe and England are also planning to cooperate with the French Government in bringing relief to the sufferers.

King Albert of Belgium is comparatively little known in England though he has a great liking for everything English, and has long been on terms of personal friendship with both the King and the Queen. He has always been a very great traveller, and there are but few parts of the world that he and his wife have not explored. They always travelled in the strictest incognito, and almost entirely unattended. King Albert is a great student and makes it a point to devote a certain number of hours daily to his books. A short time ago he visited the Congo, in order to see for himself how far the allegations concerning the administration of the country were founded upon fact. As a result of what he saw, he has returned to Belgium convinced that radical reform is absolutely necessary, so that now he has come to the throne of his late, made one of his first actions, in all probability, will be to put some of these reforms into execution.

## NEWS OF THE DAY.

The French Mail of the 4th January was delivered in London on the 3rd inst.

Mr. John Burns, speaking at Trowbridge, said that the new Budget would give pensions to paupers.

As the British Minister in Peking is indisposed, many questions between China and England are in abeyance.

Mr. Asquith and Mr. Lloyd George have gone to the Riviera to recoup after the strain of the session and the fatigue of the election.

Two Cadets joined the Hongkong Civil Service in 1909. They were Mr. Roger Edward Lindell and Mr. Samuel Barnside Boyd, McElderry.

A proclamation by the Bureau for the Study of Constitutional Affairs provides that no editor shall be elected a member of a Chinese Provincial Diet.

"My client is a most prosperous and successful man," said a solicitor at the Supreme Court to-day. "It's good to hear that there are some such beings in Hongkong at present," retorted another lawyer.

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## KIDNAPPING.

Kidnapping is being rigorously put down by the authorities and this morning a native was sentenced at the Magistracy to one year's imprisonment with hard labour for that offence. Two others received a sentence of four months and three months imprisonment respectively for a similar offence. It appears that a Chinese detective saw two men with a child and becoming suspicious he accosted one of them. The child then began to cry and the other man said he would take it to the S. S. Chen Chow, near by, to get it some fruit in order to pacify the child. However he took the child away home. The detective followed in company with the man he had already arrested, and this led to their appearing before Mr. E. R. Hallifax at the Magistracy this morning.

## THOROUGHLY TESTED.

CHAMBERLAIN'S Cough Remedy has been examined by an eminent analytical chemist who certified that it contained no arsenic. It is a purely safe and harmless medicine, but the best for use for coughs, colds and croup. For sale by all chemists and druggists.

## ALLEGED "EMBEZZLEMENT OF WATER PIPES."

Before Mr. E. R. Hallifax at the Magistracy this morning George Thynne was summoned by John Jenkins, master of the s.s. Derwent, for alleged "embezzlement of some water pipes."

Mr. Grist appeared for the complainant and Mr. P. W. Goldring defended.

Mr. Goldring said he had never heard of a case of "embezzlement of water pipes." His client had answered certain charges of misconduct at the Marine Court and had been found guilty of converting to his own use certain ships' fittings. He had been punished severely, short of imprisonment, and now the vindictive captain, for what purpose he did not know, brought that charge. He submitted that it was perfectly clear that once a man had been convicted for an offence he could not be brought up again on that same offence and charged. His Worship—The charges cover the charges at the Marine Court?

Mr. Goldring—Absolutely the same thing. Mr. Grist—This Marine Court is a court which deals with the certificates of mates and captains. It really is a Board of Trade inquiry and does not in any way take the place of a criminal court. They have no power of imprisonment.

His Worship—Oh yes, Mr. Grist.

Mr. Goldring—They have power to fine, imprisonment or anything.

His Worship—They have full power. Mr. Grist—They apparently have power but only to deal with the certificates and in this particular case the inquiry was only to see if the defendant was a proper person to be the chief mate of a steamer and it was found he was not. He did not stand his trial on any criminal offence and he has not been charged with this particular offence.

Mr. Goldring—The charges are the same as before.

Mr. Grist—If your Worship thinks we cannot take any action before you I do not press the case. We can take it to the Summary Court.

His Worship—I think that would be the better course. I think I have no jurisdiction. If you wish to press it then we can get the details from the Harbour Office. You do not wish to press it?

Mr. Grist—No, your Worship.

The case was then withdrawn.

## THE Y.M.C.A.

## How it Appeals to Business Men.

The Chinese section of the Y.M.C.A. in Hongkong during the next twenty-four days is going to try and raise its membership from a little over two hundred to the really respectable figure of one thousand. Mr. Lorrigo, the newly arrived Secretary, thinks that he can prophesy success.

Speaking on Thursday evening before a large audience, Mr. Lorrigo told of the starting of the Y.M.C.A. in 1844 by Mr. George Williams, who wished to do something for the employees of Messrs. Geo. Kinross and Company, London, after office hours. Sir George Williams (he was knighted in 1894 by Queen Victoria for "his distinguished service in the cause of humanity") planned an organization, actuated by the principles and spirit of Jesus Christ, to establish an institution to provide the various agencies which young men need for symmetrical development—the development of the whole man in all his powers, body, soul and spirit. It was not a club existing for selfish pleasure but an association for the purpose of serving men and enabling them to live up to the highest ideals they have. It has in sixty-six years girdled the globe, linking the students of the world together and drawing within its embrace, soldier, sailor and common man. Its local organizations in all the large cities of England, America, France, Germany, Italy and Switzerland. In China it is organized and flourishing in Peking, Tientsin, Hankow, Poochow, Chentu, Canton, Nanking and Hongkong. The Shanghai branch shows the largest membership, over 1,100 being on the roll.

Addressing himself to the question why business men supported the Y.M.C.A. Mr. Lorrigo said: "Business men want their employees to be sober, industrious, intelligent and progressive. They do not want to employ idlers and wastrels of time. They want to get results. The average young man does not form his bad habits during the day time when he is engaged in his business. His danger point is after business hours. He has been busy all day, long at work requiring close application, and after office hours he naturally begins to look for some diversion. Where shall he get it and of what nature shall it be? The wreck of most of the lives of the men who fall in Hongkong has come about because of idleness in the evening. These hours of leisure have been mis-spent in gambling or drinking or in any of the other vices that beset him on every hand is not in a position to go to his business the next morning with a clear head and an unweary mind. Lacking these he cannot give his employer his best services. Evening hours should be spent not only in recreation but in improvement. The young man who really makes a success in life is the one who is ready, when opportunity comes, to advance to a higher position and take upon himself greater responsibility. Hundreds of young men have utilized their evening hours in the educational classes of the Y.M.C.A. and have thus fitted themselves for these better positions. A business man would much rather know that his employees were spending their time at the Y.M.C.A. either in healthful recreation or in the acquisition of useful knowledge than to learn that the spare hours of idleness he was spending were being spent in the midst of surroundings and under such influences as could not but demoralize. Because of this the business men of America are the best friends of the work and are actually investing hundreds of thousands of dollars in supporting the organization and putting up splendid buildings in which the Association may be housed. The future of the Hongkong Y.M.C.A. lay with the members and it was a matter of success if they did not fail. The purpose of the Y.M.C.A. is to support the organization and put it into the hands of the men who are to be benefited, into the hands of the men who are to be benefited, into the hands of the men who are to be benefited."

## THE ALLANA CASE.

The case against S. E. Allana came again before Mr. E. R. Hallifax, at the Magistracy this afternoon. Defendant was charged with obtaining a passage to India under false pretences and stealing a watch and emboldening some money.

Mr. P. W. Goldring said that he understood that was to be a formal demand.

Mr. P. Hott—I understand the case was to go on.

His Worship—If the other case was completed.

Mr. Goldring said that he desired to see the Crown Solicitor with regard to other charges which might be brought against defendant.

Mr. Hott—Mr. Marican is the informant in this case and I ask that it be dismissed. The case has been going on eternally.

Mr. Goldring said he did not want to make any comments on the case but Mr. Hott came up one week and Mr. Hinds the next.

Mr. Hott said that if the whole of the evidence was in then there was no evidence of any offence.

Some argument took place on the question of the ticket and Mr. Goldring said that it was the intention of defendant to leave the Colony.

Mr. Hott—How are you going to prove it was his intention unless you analyze his head?

The case was adjourned until the 11th inst.

## "LA MASCOTTE."

Praise of the children, who are performing at the Lusitano Club, is to be heard on every side; their excellent interpretation of Audran's "La Mascotte" has won unstinted admiration from all who have been privileged to witness the performance and suggestions, nay requests and demands, for the piece to be produced at the Theatre Royal are indeed overwhelming, so much so, that the committee of the club would be well advised in inducing Mr. A. E. de Silva to give a public performance; perhaps in aid of one or more of the deserving charitable institutions in the Colony. Several prominent local gentlemen are very anxious for this to take place, in fact, the number is so large that it is quite probable that two evening performances would not be sufficient to accommodate the number who would be desirous of attending. Anyone who witnesses "La Mascotte" by these talented children will be far from disappointed with it.

## BALLOONIST SUE.

In the Court of Summary Jurisdiction to-day, before Mr. Justice Compton, a civil inquiry, named R. J. "Oudis", of Elgin Street, sued J. Price, described as a balloonist, residing at Aster House, for \$70, alleged to be due as balance of wages. It appears that defendant was in partnership with Mr. Ivy Baldwin, who arranged the recent balloon ascent at Kowloon.

Defendant denied indebtedness to the extent for which plaintiff sued. He stated that Oudis came to him saying he was hard up and asked for work. Witness told him he had nothing for him to do except to distribute 700 bills. This he did and witness gave him \$5 for his services. He did no other work. It was purely out of charity that witness gave him this job, as Chinese boys would have distributed the bills at 50 cents per day.

Plaintiff asserted that he was definitely employed by defendant. He (witness) met him in Manila and there snatched him, being fairly well to do at that time. Witness also drove him to this place. Defendant told him he only wanted someone to finance him in order to make a large fortune.

Mr. Hilborne, in the employ of defendant, said he had been with the latter since July last and had never seen plaintiff before.

Plaintiff—Didn't I shake hands with you when you came down in the parachute?

Witness—You may have done, but I don't remember you.

Plaintiff made a lengthy statement, saying that on one occasion there was a cut in the balloon and he helped to sew it up.

His Lordship—There are seven dollars here if you like to accept that!

Plaintiff—No, I would rather chuck it all out. I can prove I was employed by him.

The case was adjourned sine die in order to allow plaintiff to summon witnesses.

## THE LAST ELECTION RETURNS.

(Reuter's Service to the China Mail.)

London, February 3.

The three election results outstanding are the Scottish Universities and the Orkney and Shetland Islands. These results will be declared ten days hence.

## ADVANCE AUSTRALIA!

RECORD WHEAT CROP.

(Reuter's Service to the China Mail.)

London, February 4.

A message from Adelaide states that the Australian wheat harvest constitutes a record.

There will be 20,777,500 bushels available for export.

## FUSHIMI AT GERMAN STATE BALL.

(Reuter's Service to the China Mail.)

London, February 4.

Prince and Princess Fushimi of Japan attended the State ball at Berlin.

## JAPANESE NAVAL INCREASE.

TOKYO, February 4.

Vice-Admiral Saito, Minister for the Navy, speaking at the meeting of the Budget Committee of the Diet, declared that the building of two more armoured cruisers will be commenced, one this, and one next year. They are to be sister-ships of 18,500 tons each with 12½ in. guns as main battery.

One will be finished in 1913, the other in 1914.

## VOLUNTEER NOTES.

COMMANDANT'S PARADE.

Tuesday, February 8th, Battalion Drill.

All units. Dress, serge coat and trousers, black boots, service dress cap, rifle and side-arms. All members who can possibly do so, to attend.

At Headquarters on Saturday, February 12th, at 9 p.m. Dress uniform. All members willing to sing at this concert are requested to communicate with Capt. G. R. Lamont.

## CRUISE—NEW TEAM.

Maskery Course, Feb. 13. All units, Kowloon City Range. Parade at Blake Pier 9.30 a.m. Dress, khaki and puttees. Service dress cap, rifle and side-arms. Rifles will be provided on the Range.

## CHURCH PARADE.

At St. John's Cathedral, Sunday, Feb. 13th, at 10.20 a.m. All units. Dress, serge coat and trousers, helmet and badge, side-arms and black boots.

## INSTITUTION.

The papers for the year 1910 will be sold in the Volunteer Institute after the Commandant's Parade on the 8th inst.

NO. 3 CO., H.E.V.A.

The fifth monthly call for the above Company will take place at Tai Hang Range on Sunday, 13th inst., commencing at 9.30 a.m.

## REMOVED.

Gunn, W. F. Brewer, of No. 3 Co., is permitted to resign with effect from the 1st February.

## KEEP IT HANDY.



## "USURY."

Lecture by Mr. C. G. Alabaster.

To a most appreciative audience Mr. C. G. Alabaster, barrister-at-law, last night lectured on "Usury" under the auspices of the Union Church Literary Club. The Chair was occupied by Mr. C. F. A. A. A.

The lecturer, in the course of his remarks, observed that he was wholly unable to give any satisfactory definition of the single word which formed the subject of the lecture.

The quaintest definition was he thought that given by the greatest of all English legal commentators—Blackstone—whom says, "There is one species of reward, the most usual of any, but concerning which many good and learned men have in former times very much perplexed themselves and other people by raising doubts about its legality in law."

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## COMEDIAN IN COURT.

Under this heading we yesterday reported the case in which W. Lockman, a comedian, is suing Mr. L. M. Levy for various sums said to be due as salary, etc. By inadvertence we stated that Mr. Levy was connected with the Victoria Cinema-graph. That is not the case. The Victoria Cinema-graph is owned by Messrs. Ramos and Ramon, and we extend to them our regrets for the mistake.

## THE WATER SUPPLY.

Level and Storage of Water in Reservoirs on the 1st February, 1910.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

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## SPORTING.

## The Calendar.

Saturday, February 5.

Ladies' Cricket—Cricket Ground, v. Telegraphs and Dordwells, C.C.O. Ground, 2 p.m.

VOLLEYBALL—Engineers' Coy. v. Munster, King's Park Range, 3 p.m.

GASCOYNE SHIELD COMPETITION: Artillery and Infantry Units; near 800 yards range Tai Hang; 2.30 p.m.

SHOOTING—Reserves, 200 yards Peak Range, 2-5.30 p.m.

Tennis—Mixed Doubles—American Tennis Tournament at Ladies R.C.

FOOTBALL—Shield, 2nd round, R.G.A. v. King Alfred, Hongkong Club Ground, 4 p.m.

1st round, H.M.S. Bedford v. Bath, Military Ground, 4 p.m.

Junior League, R.O.C. v. B' Co. Buffs, Causeway Bay, 4 p.m.

Sunday, February 6.

SHOOTING—Reserves, 200 yards Peak Range, 10 a.m.—12.30 p.m.

VOLLEYBALL—All Units, Munster, King's Park Range, 2 p.m.

YACHTING—C.Y.C. Fifth Club Race, A.T.A. v. L.R.C. Walking Competition.

Tuesday, February 8.



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	STEAMERS	T. SAIL ON	REMARKS
SHANGHAI	ASSAYE	About 4th	Freight and Passage.
LONDON, via UNAL PORTS	ARCADIA	Feb. 5th	See Special Notice.
LONDON & ANTWERP	SUMATRA	About 9th	Freight and Passage.
VIA S'FORE, PANG, CUBO, PORT SAID & MARSEILLES	Cap. C. J. BAYTON, R.N.R.	Feb. 11th	Freight and Passage.
SHANGHAI, MOBI, KOBE, SUNDAY	Cap. R. A. PETERS	Feb. 11th	Freight and Passage.
AND YOKOHAMA			

E. A. BEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan, and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki, (through the Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 13 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, etc. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:

STEAMERS	T. SAIL ON	REMARKS
'MONTAGUE'	Tuesday, 15th Feb.	
'EMPERESS OF INDIA'	Saturday, 26th Feb.	
'EMPERESS OF JAPAN'	Friday, 26th Mar.	
'EMPERESS OF CHINA'	Saturday, 26th Apr.	
'EMPERESS OF INDIA'	Saturday, 14th May.	
'MONTAGUE'	Tuesday, 21st May.	

From St. John:

STEAMERS	T. SAIL ON	REMARKS
'EMPERESS OF IRELAND'	Friday, 26th Mar.	
'EMPERESS OF IRELAND'	Friday, 26th Apr.	
'EMPERESS OF IRELAND'	Friday, 26th May.	
'ALLAN LINE'	Friday, 10th June.	

'Empress' Steamships leave Hongkong at 7 a.m. and 'Montague' at 12 Noon.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent) \$71.10; Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. W. S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (terms Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port \$245.

Via New York \$245.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CLAUDE, General Traffic Agent, Corner Fetter Street and Prays (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

For MANILA, via S.S. RYGA, On 6th February.

For PORTLAND, via MOJI, KOBE and YOKOHAMA.

STEAMERS	T. SAIL ON	REMARKS
RYGA	Feb. 10th	
SELVA	Feb. 18th	
HENRIK THSEN	Feb. 25th	

Through Bills of Lading issued to Pacific Coast Ports and all Western, Canadian and United States Ports. For through rates of Freight and further Information, communicate with or apply to

FRED J. HALTON, Agent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	ERNEST SIMONS	GIRARD	Feb. 14, p.m.
MAISELLES, Via PORT	TOURANE	LANGELEY	Feb. 15, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	TOKIN	CHARBONNEL	Feb. 23, p.m.
MAISELLES, Via PORT	ARMAND BEHIO	GUICHET	March 1, at 1 p.m.

TRANSIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MANCHESTER to LONDON. Interpreters meet passengers on their arrival in London.

For further particulars, apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

Next sailings from HONGKONG.

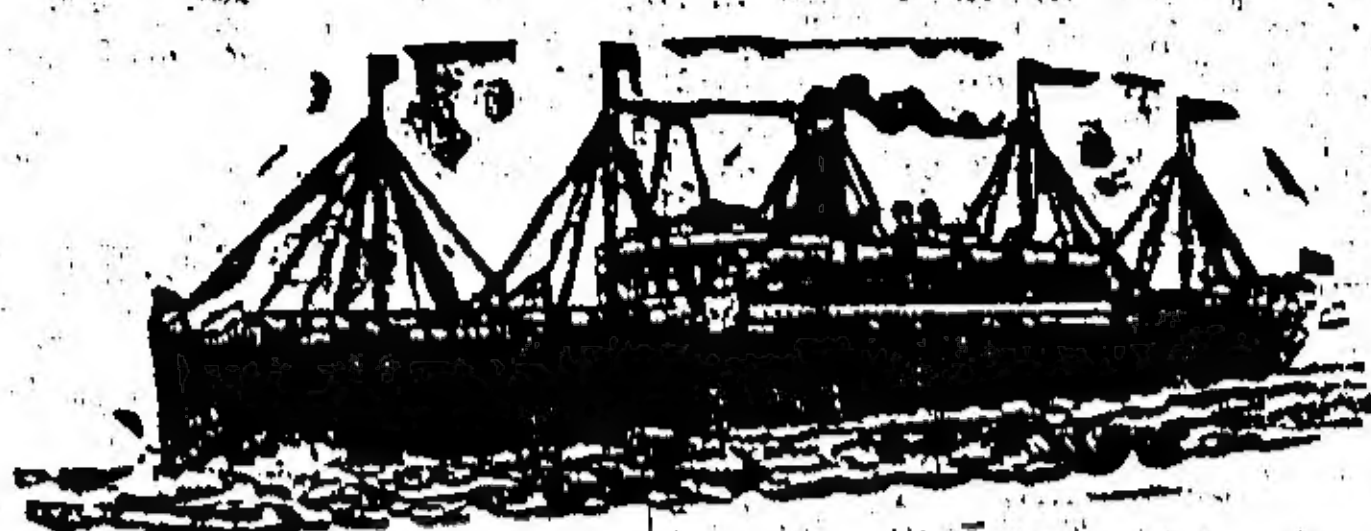
Outward	Home
For Shanghai, Yokohama & Kobe	For Marseilles & Hamburg
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S.S. SAKONIA	S.S. BRASILIA
15th Feb.	13th Feb.
S.S. SAKONIA	S.S. BRASILIA
18th Feb.	16th Feb.
S.S. SAKONIA	S.S. BRASILIA
21st Feb.	19th Feb.
S.S. SAKONIA	S.S. BRASILIA
24th Feb.	22nd Feb.
S.S. SAKONIA	S.S. BRASILIA
27th Feb.	25th Feb.
S.S. SAKONIA	S.S. BRASILIA
30th Feb.	28th Feb.
S.S. SAKONIA	S.S. BRASILIA
3rd Mar.	3rd Mar.
S.S. SAKONIA	S.S. BRASILIA
6th Mar.	6th Mar.
S.S. SAKONIA	S.S. BRASILIA
9th Mar.	9th Mar.
S.S. SAKONIA	S.S. BRASILIA
12th Mar.	12th Mar.
S.S. SAKONIA	S.S. BRASILIA
15th Mar.	15th Mar.
S.S. SAKONIA	S.S. BRASILIA
18th Mar.	18th Mar.
S.S. SAKONIA	S.S. BRASILIA
21st Mar.	21st Mar.
S.S. SAKONIA	S.S. BRASILIA
24th Mar.	24th Mar.
S.S. SAKONIA	S.S. BRASILIA
27th Mar.	27th Mar.
S.S. SAKONIA	S.S. BRASILIA
30th Mar.	30th Mar.
S.S. SAKONIA	S.S. BRASILIA
3rd Apr.	3rd Apr.
S.S. SAKONIA	S.S. BRASILIA
6th Apr.	6th Apr.
S.S. SAKONIA	S.S. BRASILIA
9th Apr.	9th Apr.
S.S. SAKONIA	S.S. BRASILIA
12th Apr.	12th Apr.
S.S. SAKONIA	S.S. BRASILIA
15th Apr.	15th Apr.
S.S. SAKONIA	S.S. BRASILIA
18th Apr.	18th Apr.
S.S. SAKONIA	S.S. BRASILIA
21st Apr.	21st Apr.
S.S. SAKONIA	S.S. BRASILIA
24th Apr.	24th Apr.
S.S. SAKONIA	S.S. BRASILIA
27th Apr.	27th Apr.
S.S. SAKONIA	S.S. BRASILIA
30th Apr.	30th Apr.
S.S. SAKONIA	S.S. BRASILIA
3rd May.	3rd May.
S.S. SAKONIA	S.S. BRASILIA
6th May.	6th May.
S.S. SAKONIA	S.S. BRASILIA
9th May.	9th May.
S.S. SAKONIA	S.S. BRASILIA
12th May.	12th May.
S.S. SAKONIA	S.S. BRASILIA
15th May.	15th May.
S.S. SAKONIA	S.S. BRASILIA
18th May.	18th May.
S.S. SAKONIA	S.S. BRASILIA
21st May.	21st May.
S.S. SAKONIA	S.S. BRASILIA
24th May.	24th May.
S.S. SAKONIA	S.S. BRASILIA
27th May.	27th May.
S.S. SAKONIA	S.S. BRASILIA
30th May.	30th May.
S.S. SAKONIA	S.S. BRASILIA
3rd June.	3rd June.
S.S. SAKONIA	S.S. BRASILIA
6th June.	6th June.
S.S. SAKONIA	S.S. BRASILIA
9th June.	9th June.
S.S. SAKONIA	S.S. BRASILIA
12th June.	12th June.
S.S. SAKONIA	S.S. BRASILIA
15th June.	15th June.
S.S. SAKONIA	S.S. BRASILIA
18th June.	18th June.
S.S. SAKONIA	S.S. BRASILIA
21st June.	21st June.
S.S. SAKONIA	S.S. BRASILIA
24th June.	24th June.
S.S. SAKONIA	S.S. BRASILIA
27th June.	27th June.
S.S. SAKONIA	S.S. BRASILIA
30th June.	30th June.
S.S. SAKONIA	S.S. BRASILIA
3rd July.	3rd July.
S.S. SAKONIA	S.S. BRASILIA
6th July.	6th July.
S.S. SAKONIA	S.S. BRASILIA
9th July.	9th July.
S.S. SAKONIA	S.S. BRASILIA
12th July.	12th July.
S.S. SAKONIA	S.S. BRASILIA
15th July.	15th July.
S.S. SAKONIA	S.S. BRASILIA
18th July.	18th July.
S.S. SAKONIA	S.S. BRASILIA
21st July.	21st July.
S.S. SAKONIA	S.S. BRASILIA
24th July.	24th July.
S.S. SAKONIA	S.S. BRASILIA
27th July.	27th July.
S.S. SAKONIA	S.S. BRASILIA
30th July.	30th July.
S.S. SAKONIA	S.S. BRASILIA
3rd Aug.	3rd Aug.
S.S. SAKONIA	S.S. BRASILIA
6th Aug.	6th Aug.
S.S. SAKONIA	S.S. BRASILIA
9th Aug.	9th Aug.
S.S. SAKONIA	S.S. BRASILIA
12th Aug.	12th Aug.
S.S. SAKONIA	S.S. BRASILIA
15th Aug.	15th Aug.
S.S. SAKONIA	S.S. BRASILIA
18th Aug.	18th Aug.
S.S. SAKONIA	S.S. BRASILIA
21st Aug.	21st Aug.
S.S. SAKONIA	S.S. BRASILIA
24th Aug.	24th Aug.
S.S. SAKONIA	S.S. BRASILIA
27th Aug.	27th Aug.
S.S. SAKONIA	S.S. BRASILIA
30th Aug.	30th Aug.
S.S. SAKONIA	S.S. BRASILIA
3rd Sept.	3rd Sept.
S.S. SAKONIA	S.S. BRASILIA
6th Sept.	6th Sept.
S.S. SAKONIA	S.S. BRASILIA
9th Sept.	9th Sept.
S.S. SAKONIA	S.S. BRASILIA
12th Sept.	12th Sept.
S.S. SAKONIA	S.S. BRASILIA
15th Sept.	15th Sept.
S.S. SAKONIA	S.S. BRASILIA
18th Sept.	18th Sept.
S.S. SAKONIA	S.S. BRASILIA
21st Sept.	21st Sept.
S.S. SAKONIA	S.S. BRASILIA
24th Sept.	24th Sept.
S.S. SAKONIA	S.S. BRASILIA
27th Sept.	27th Sept.
S.S. SAKONIA	S.S. BRASILIA
30th Sept.	30th Sept.
S.S. SAKONIA	S.S. BRASILIA
3rd Oct.	3rd Oct.
S.S. SAKONIA	S.S. BRASILIA
6th Oct.	6th Oct.
S.S. SAKONIA	S.S. BRASILIA
9th Oct.	9th Oct.
S.S. SAKONIA	S.S. BRASILIA
12th Oct.	12th Oct.
S.S. SAKONIA	S.S. BRASILIA
15th Oct.	15th Oct.
S.S. SAKONIA	S.S. BRASILIA
18th Oct.	18th Oct.
S.S. SAKONIA	S.S. BRASILIA
21st Oct.	21st Oct.
S.S. SAKONIA	S.S. BRASILIA
24th Oct.	24th Oct.
S.S. SAKONIA	S.S. BRASILIA
27th Oct.	27th Oct.
S.S. SAKONIA	S.S. BRASILIA
30th Oct.	30th Oct.
S.S. SAKONIA	S.S. BRASILIA
3rd Nov.	3rd Nov.
S.S. SAKONIA	S.S. BRASILIA
6th Nov.	6th Nov.
S.S. SAKONIA	S.S. BRASILIA
9th Nov.	9th Nov.
S.S. SAKONIA	S.S. BRASILIA
12th Nov.	12th Nov.
S.S. SAKONIA	S.S. BRASILIA
15th Nov.	15th Nov.
S.S. SAKONIA	S.S. BRASILIA
18th Nov.	18th Nov.
S.S. SAKONIA	S.S. BRASILIA
21st Nov.	21st Nov.
S.S. SAKONIA	S.S. BRASILIA
24th Nov.	24th Nov.
S.S. SAKONIA	S.S. BRASILIA
27th Nov.	27th Nov.
S.S. SAKONIA	S.S. BRASILIA
30th Nov.	30th Nov.
S.S. SAKONIA	S.S. BRASILIA
3rd Dec.	3rd Dec.
S.S. SAKONIA	S.S. BRASILIA
6th Dec.	6th Dec.
S.S. SAKONIA	S.S. BRASILIA
9th Dec.	9th Dec.
S.S. SAKONIA	S.S. BRASILIA
12th Dec.	12th Dec.
S.S. SAKONIA	S.S. BRASILIA
15th Dec.	15th Dec.
S.S. SAKONIA	S.S. BRASILIA
18th Dec.	18th Dec.
S.S. SAKONIA	S.S. BRASILIA
21st Dec.	21st Dec.
S.S. SAKONIA	S.S. BRASILIA
24th Dec.	24th Dec.
S.S. SAKONIA	S.S. BRASILIA
27th Dec.	27th Dec.
S.S. SAKONIA	S.S. BRASILIA
30th Dec.	30th Dec.
S.S. SAKONIA	S.S. BRASILIA
3rd Jan.	3rd Jan.
S.S. SAKONIA	S.S. BRASILIA
6th Jan.	6th Jan.
S.S. SAKONIA	S.S. BRASILIA
9th Jan.	9th Jan.
S.S. SAKONIA	S.S. BRASILIA
12th Jan.	12th Jan.
S.S. SAKONIA	S.S. BRASILIA
15th Jan.	15th Jan.
S.S. SAKONIA	S.S. BRASILIA
18th Jan.	18th Jan.
S.S. SAKONIA	S.S. BRASILIA
21st Jan.	21st Jan.
S.S. SAKONIA	S.S. BRASILIA
24th Jan.	24th Jan.
S.S. SAKONIA	S.S. BRASILIA
27th Jan.	27th Jan.
S.S. SAKONIA	S.S. BRASILIA
30th Jan.	30th Jan.
S.S. SAKONIA	S.S. BRASILIA
3rd Feb.	3rd Feb.
S.S. SAKONIA	S.S. BRASILIA
6th Feb.	6th Feb.
S.S. SAKONIA	S.S. BRASILIA
9th Feb.	9th Feb.
S.S. SAKONIA	S.S. BRASILIA
12th Feb.	12th Feb.
S.S. SAKONIA	S.S. BRASILIA
15th Feb.	15th Feb.
S.S. SAKONIA	S.S. BRASILIA
18th Feb.	18th Feb.
S.S. SAKONIA	S.S. BRASILIA
21st Feb.	21st Feb.
S.S. SAKONIA	S.S. BRASILIA
24th Feb.	24th Feb.
S.S. SAKONIA	S.S. BRASILIA
27th Feb.	27th Feb.
S.S. SAKONIA	S.S. BRASILIA
30th Feb.	30th Feb.
S.S. SAKONIA	S.S. BRASILIA

HAMBURG-AMERIKA LINIE, Hongkong Office

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm, Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	T. SAIL ON	REMARKS
KOREA	18,000 Tons	THURSDAY, 17th Feb., at 7 p.m.
NIPPON MARU	18,000 Tons	SATURDAY, 19th Feb., at Noon
SIBERIA	18,000 Tons	SATURDAY, 19th Feb., at Noon
MANCHUKUO	18,000 Tons	SATURDAY, 19th Feb., at Noon
CHIU MARU	21,000 Tons	SATURDAY, 19th Feb., at Noon
MONGOLIA	21,000 Tons	SATURDAY, 19th Feb., at Noon
TENYO MARU	21,000 Tons	SATURDAY, 19th Feb., at Noon

The P. M. S. S. KOREA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, February 17th, at 7 p.m.

Fares: Hongkong to London £71.10. 0. including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 12th Mar., at Noon.

Asia.....9,500 Tons, SATURDAY, 2nd April, at Noon.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, February 12th, at Noon.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

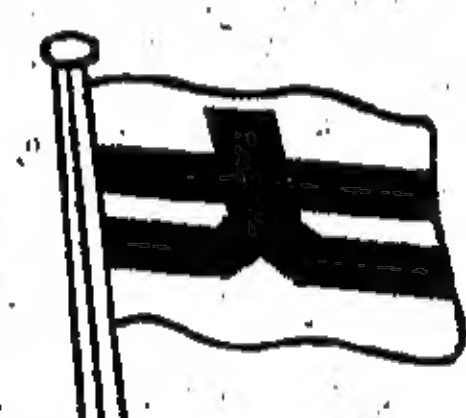
Hongkong to London: via Canadian Atlantic Ports \$245.

Hongkong to London: via New York \$245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to Knapen. Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of our Companies, King's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.



## OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.



# Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.  
PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leaving	Connecting Steamers	Due	Due
to	Hongkong	from Colombo to	MARSEILLES (Brindisi)	PLYMOUTH (London)
Colombo		MARSEILLES & London	3 days earlier	1 day later
Steamer	Tons	ip.m. Sat/day	Steamer	Tons
ARCADIA.....7000	Feb. 5	MANTUA.....11000	March 5	March 11
ASSAYE.....7500	Feb. 19	PERIA.....7931	March 19	March 25
DELTA.....8000	March 5	MAIWA.....11000	April 5	April 11
MACEDONIA 10500	March 19	(Through steamer)	April 19	April 25
		(Call at Bombay)		
DEVANHA.....8000	April 5	MONGOLIA.....10000	April 30	May 6
ASSAYE.....7500	April 19	MARMORA.....10500	May 14	May 20
DELTA.....8000	April 30	MOEBA.....11000	May 23	May 29
DELTA.....8000	May 14	MOOLTAN.....10000	June 13	June 19

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Suez):  
1st Saloon.....£71.10 Single. £106.14 Return.  
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following:  
INTERMEDIATE (Non-Transit) STEAMERS  
WILL LEAVE FOR:

### LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leaving	Due
	Hongkong	London
• SUMATRA.....	February 9	March 25
• KYANZA.....	February 23	March 9
• RUDRA.....	March 6	March 22
• NILE.....	March 20	April 5
• BARDINIA.....	March 27	April 12
• NORE.....	April 10	April 25

For further particulars apply to  
E. A. HEWETT, Superintendent.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE,  
YOKOHAMA, HONOLULU, MANZANILLO AND  
SALINA CRUZ (Mexico).

Steamers	Tons	Leaving
S.S. Kyo Maru	17,200	Feb. 26th, at noon.
S.S. Bujo Maru	10,500	April 27th, at noon.
S.S. Hongkong Maru	11,000	June 25th, at noon.

For particulars apply to N. YAMADA, Acting Manager,  
TOTO KISEN KAISHA, KINO'S BUILDING.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

### HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST CLASS, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

Steamers	For	Leaving
HAIDUN	SWATOW	SUNDAY, 6th Feb., at 10 a.m.
HAICHING	SWATOW, AMOY & FOCHOW.	TUESDAY, 8th Feb., at 10 a.m.
HAITAN	SWATOW, AMOY & FOCHOW.	FRIDAY, 11th Feb., at 10 a.m.

For the convenience of Passengers; Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to  
DOUGLAS, LAPRAIK & CO.,  
General Managers.

Hongkong, November 17, 1908.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamers	Tons	For	Leaving
SAIRO	2540	R. Rodgers	Manila, Feb. 14, at 5 p.m.
SUBI	2540	A. Fraser	Manila, Feb. 19, at Noon.

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.

For Freight or Passage, apply to  
Shewan, Tomes & Co., General Managers.

Hongkong, January 15, 1910.

## HONGKONG-BOSTON & NEW YORK AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON & NEW YORK, via PORTS  
AND SUEZ CANAL.

(With liberty to call at the  
MALABAR COAST)

S.S. MUNCASTER CASTLE.....on 15th February

For Freight and further information, apply to  
SHEWAN, TOMES & CO.

Hongkong, January 15, 1910.

# Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

### S.S. 'MACEDONIA'

10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR

MARSEILLES AND LONDON, via BOMBAY,

WILL leave Hongkong on MARCH 19th, 1910, staying

at Bombay 24 hours only and is due to arrive at —

MARSEILLES.....April 16th.

LONDON.....April 23rd.

FARES TO LONDON —

1st Saloon.....£71.10 Single. £106.14 Return.

2nd ".....£48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent

Hongkong, August 12, 1909.

## THE 'SHIRE' LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

PEMBROKESHIRE (late Segura) & CARMARTHENSIRE

Being superior accommodation for First-Class Passengers, will be despatched from

Hongkong as above on or about of January and beginning of March respectively.

FARE TO LONDON.....£35.

A Stewards and fully qualified Doctor are carried.

N.B. — Pembrokehire's call at Marseilles.

For further particulars apply to

JARDINE, MATHESON & CO., LTD.

Hongkong, November 29, 1909.

## FOR SINGAPORE, PENANG AND OALCUTTA.

Taking Cargo on through Bills of Lading to

Rangoon, Madras and Mauritius.

THE Steamship

CATHERINE APOAR

Captain G. H. Huxford, will be despatched

for the above Ports on TUESDAY, the 8th

instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.

Hongkong, February 2, 1910.

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

OCEANO,

From Hongkong, on

FRIDAY, 18th February,

for VANCOUVER Direct.

To be followed by

KUMERIC.....10th March.

AYMERIC.....7th April.

BUVERIC.....5th May.

OCEANO.....2nd June.

Bills of Lading issued to Victoria, Van-

couver and Overland Points in Canada,

the United States, and West Indies.

For further information regarding rates

of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,

HONGKONG.

Hongkong, February 3, 1910.

## 'SHIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

CARMARTHENSIRE

Captain R. L. DANIEL, R.N.R., will be

despatched as above on or about 1st

March.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Hongkong, January 29, 1910.

## CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(All Round the World Line).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

THE steamer of the Chargeurs Reunis

Co. proceed from Yokohama DIRECT

TO SAN FRANCISCO, without any call

on route, thus affording a fast regular car-

go service from China and Japan to San

Francisco.

The S.S. AMIRAL EXELMANS

will be despatched on or about the

15th February.

For further particulars, apply to

P. A. LAPORTE & CO.

Agents at Hongkong.

No. 4, Queen's Building,

Telephone 500.

Hongkong, April 14, 1909.

# Shipping.

FOR SINGAPORE, PENANG AND OALCUTTA.

Taking Cargo on through Bills of Lading to

Rangoon, Madras and Mauritius.

THE Steamship

APRATON APAR.

Captain A. STEWART, will be despatched

for the above ports on SATURDAY, the

8th February, at Noon.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd.

Hongkong, February 2, 1910.

## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

STEAMER ARMAND BHHIO.

COMPAGNIE DES MESSAGERIES

MARITIMES.

CONSIGNEES of Cargo from London

ex a.s. Cordonan; from HAVRE ex

a.s. Cordonan, in connection with above

Steamer are hereby informed that the

Cargo of Grain, Treasure and Valuables,

are being landed and stored at their

risk into the hazardous and or extra

hazardous Godowns of the Hongkong

Kowloon Wharf & Godown Company,

Ltd., at Kowloon, whence delivery may

be obtained immediately after landing.

Optional Cargo will be forwarded on

unless intimation is received from the

Consignees before Noon, To-day, requesting

it to be landed here.

Bills of Lading will be consigned by the

Underwriter, and Goods remaining

unclaimed after the 8th February, at

Noon, will be subject to rent and landing

charges.

All claims must be sent in to me on or

before the 8th February, 1910, or they will

not be recognized.

All consigned packages will be examined

on the 8th February, 1910, at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS,

Hongkong, February 1, 1910.

## NOTICES TO CONSIGNEES.

FROM OALCUTTA, PENANG AND SINGAPORE.

THE Steamship Catherine Apoor having

arrived from the above Ports, Con-

signees of Cargo are hereby informed that

their Goods will be delivered from along-

side.

Cargo impeding the discharge will be

landed at once at Consignees' risk and

expense. Cargo remaining on board after

4 p.m. of the 6th instant, will be landed

at Consignees' risk and expense.

Consignees of cargo from Singapore and

Penang are requested to take immediate

delivery of their Goods from alongside,

each Cargo impeding the discharge of the

Vessel will be landed and stored at Con-

signees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be consigned by the

underwriter.

DAVID SASSOON & Co., Ltd.

Hongkong, February 2, 1910.

## PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAY.

1.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.10 a.m. to 11.00 a.m. Every 10 minutes.

11.10 a.m. to 12.00 p.m. Every 10 minutes.

12.10 p.m. to 1.00 p.m. Every 10 minutes.

1.10 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15

p.m. every half hour.

SUNDAY.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 9.50 a.m. Every 10 minutes.

9.50 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.







### His Britannic Majesty's Ships on the China Station.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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Class	Tons	Guns	L.F.F.	Commander	Last reported at
destroyer-ram	1700	12	9000	Comdr. C. T. M. Faller	Hongkong
cruiser, 2nd class	4300	10	9000	Comdr. R. C. Ryan	Hongkong
cruiser, 1st class	9700	8	9000	Capt. R. E. F. Herbert	Shanghai
river gunboat	110	2	900	Com. Hon. K. O. B. Bridgman	Shanghai
river gunboat	110	2	900	Lieut.-Comdr. F. B. Noble	Shanghai
sloop	1070	6	1400	Comdr. H. L. P. Heard	Hongkong
water tank and tug	590	—	300		Hongkong
sloop	1070	6	1400	Comdr. G. T. Torrett	Hongkong
torpedo boat destroyer	380	6	5700	Lieut.-Comdr. Lloyd Thomas	Whaihai
cruiser, 2nd class	4350	10	9000	Capt. J. Nicholas	Hongkong
torpedo boat destroyer	380	6	4000	Lieut.-Comdr. Heathcock	Hongkong
torpedo boat destroyer	375	6	4000	Lieut.-Com. Monroe	Whaihai
torpedo boat destroyer	380	6	3900	Lieut.-Comdr. Heathcock	Hongkong
cruiser, 1st class	9000	14	22,000	Capt. G. C. A. Marecaux	Hongkong
cruiser, 1st class	14,000	16	30,000	Capt. Clinton Baker	Hongkong
river gunboat	615	4	1,500	Comdr. S. Panayrac	Yokohama
cruiser, 1st class	9800	18	800	Capt. Geo. W. Smith	Bangkok
river gunboat	85	2	240	Lt.-Comdr. G. P. Leitch	West River
river gunboat	85	2	240	Lt.-Comdr. Roy	Yangtze
torpedo boat destroyer	350	6	6300		Japan
river gunboat	85	2	240	Lt.-Com. J. White	West River
river gunboat	85	2	240	Lt.-Com. Tobell	West River
river gunboat	85	2	240	Lt.-Comdr. A. Dixon	Yangtze
river gunboat	160	6	6500	Gunner James Barlow	Hongkong
torpedo boat destroyer	450	6	6500	Commanders H. Lyon	Hongkong
reaching ship	180	2	800	Lt.-Comdr. Godfrey	Yangtze
river gunboat	110	2	800	Lieut.-Comdr. H. T. Atley	Hongkong
river gunboat	355	6	6300	Comdr. Ebereskov	Japan
torpedo boat destroyer	320	6	450	Comdr. H. Douglas	Hongkong
surveying ship	360	6	5900	Lieut.-Com. Fremantle	Whaihai
torpedo boat destroyer	195	2	800	Lieut.-Com. Jno. F. Knox	Upper Yangtze
river gunboat	150	2	500	Lieut.-Com. Cottrell-Dormer	Upper Yangtze
river gunboat	150	2	500	Lt.-Comdr. G. R. Livingston	Upper Yangtze

Vice-Admiral Sir Hedworth Lambton, Commander-in-Chief.

### Passenger Man-of-war on the China and Japan Station

Flag and Description.	Tons.	Guns.	H.P.	Captain.
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Flag and Description.	Tonn.	Guns.	H.P.	Captains.	Home-ports.
Austro-Hungarian cruiser	4000	—	—	Capt. Oscar Hansa	Hongkong
French armoured cruiser	1880	10	1700	Lieut. Bertrand	Salgou
French cruiser	3490	22	3100	Capt. Delion	Salgou
French gunboat	508	7	460	Commodore Radin	Salgou
French river gunboat	186	6	970	Lieut. d'Estienne	Clayton
French cruiser	4310	18	3500	Comdr. Rochas	Shanghai
French cruiser	150	—	—	—	Salgou (Reserve)
French gunboat	500	6	500	Comdr. J. Gervais	Salgou
French gunboat	642	10	1000	Lieut. de Limal	Salgou
French gunboats	11,243	28	12,500	Capt. Tiliou	Shanghai
French cruiser	141	—	—	—	Salgou (Reserve)
French sub-marine	—	—	—	Lieut. Combet	Salgou
French sub-marine	556	7	503	—	Salgou
French gunboat	300	6	308	—	Salgou
French gunboat	300	6	308	—	Salgou (Reserve)
French gunboat	500	—	—	—	Salgou
French sub-marine	1625	10	3000	Lieut. Marrs	Salgou
French torpedo-ship	307	6	300	Comdr. Ragot de la Touche	Salgou
French destroyer	130	—	—	Lieut. de la Roche Kasandrano	Salgou
French gunboat	130	—	—	Lieut. de Mandreville	Upper Yangtze
French gunboat	380	7	500	Lieut. Fuch	Tientsin
French torpedo-boat	203	—	—	Comdr. Morenaud	Hongay
French sub-marine	—	—	—	Lieut. Morris	Salgou
French sub-marine (Reserve)	948	7	627	Capt. Dubou	Salgou
French gunboat	1793	10	1700	Lieut. Salgot	Salgou
French gunboat	350	6	—	—	Upper Yangtze
French destroyer	—	—	—	—	Salgou (Reserve)
French torpedo-deposit	—	—	—	—	Hongay
French torpedo-deposit	123	7	500	Lieut. Bihel	Capt St. Jacqui
French gunboat	475	—	—	Lieut. Biscail	Shanghai and Salgou (Reserve)
German cruiser	3033	—	—	Capt. Schroder	Hongkong
German flag-ship	10,690	32	14,000	Captain Wernbach	Kiasuchow
German gunboat	900	10	1300	Comdr. Marsmann	Hongkong
German gunboats	900	10	1300	Comdt von Posadowsky. Wehner	Amoy
German cruiser	3260	10	1344	Capt. Henser	Shanghai
German gunboat	900	—	—	Comdr. Hornhardt	Hongkong
German cruiser	2200	—	—	Capt. Langemann	Tientsin
German flag-ship	10,090	—	—	Capt. Maass	Yantai
German torpedo-boat	490	—	—	Lieut. Jakob	Tientsin
German gunboat	900	10	1300	Comdr. Ackermann	Canton
German river gunboat	223	5	1300	Capt. Bentz	Canton River
German river gunboat	223	3	500	Capt. Elert. Toussaint	Yangtze River
German river gunboat	—	8	800	Lieut. Bischofs	Yangtze River

Italian cruiser "	2145	-	-	-	Singapore
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Portuguese gunboat	700	—	—	Captain Jaime Amarello	Manila
Portuguese cruiser	1800	—	—	Capt. Cunha Lima	Hongkong
				Captain Pedrosa	Hongkong

Portuguese gunboat	780	--	Capt. A. Almeida	Hongkong
Portuguese cruiser	8030	--		

U. S. torpedo-boat destroyer	420	7	5000	Ensign David Lyons	Cavite
	200	10	208	Lieut. Guy Whitlock	Hongkong

U. S. gunboat	9710	—	—	Capt. John H. Gibbons	Manila
U. S. flagship	3100	25	4500	Comdr. Edward E. Wright	Shanghai

U. S. cruiser	420	7	8000	Lieut. Frank McGarry	Cebu
U. S. torpedo-boat destroyer	8212	18	7500	Comdr. Hugh Rodman	Manila
U. S. cruiser				Comdr. G. H. Smith	Cebu

U. S. cruiser	13,500	—	—	Capt. S. H. Sturges	Shanghai
U. S. cruiser	1710	—	—	Comdr. J. H. Starr	Shanghai
U. S. gunboat	2000	—	—	Ensign G. V. Stewart	Cavite

U. S. torpedo-boat destroyer	420	7	8000	Ensign C. W. Nichols	Cavite
U. S. torpedo-boat destroyers	420	18	7500	Comdr. Edward E. Capehart	Manila

U. S. cruiser	3100	25	5400	Comdr. John A. Hooqewerf	Manila
U. S. cruiser	1897	8	1800	Comdr. W. W. Buchanan	Hongkong

U. S. gunboat	12,500	—	Capt. C. Thomas	Cruising.
U. S. cruiser	4000	3000	Lt.-Comdr. Miller	Olongapo
U. S. monitor				

U. S. monitor	4000	---	---	Asst. D. W. Young	Chungking
U. S. monitor	1900	---	---	Comdr. Nelson	Manila
U. S. gunboat				Capt. J. M. Orchard	Japan

U. S. cruiser	13,500	—	—	—	Capt. J. M. Smith	Yokohama
U. S. gunboat	—	—	—	—	Lieut. H. P. Parrill	Japan
					Comdr. E. E. Wright	

U. S. flagship	—	—	—	Ensign Thomas Withers	Hongkong
U. S. gunboat	847	3	500	Lieut. A. Andrews	Shanghai

U. S. gunboat	18,800	—	—	Capt. P. nd	Japan
U. S. flagship	1897	8	1894	Commander E. Lloyd	Hongkong

U. S. gaiters

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John of Bear-Admiral Joseph Hamphill

1. Rear Admiral Perrin, Commander-in-Chief, the French China Station.

5. Admiral Richard Foy, Commanding the local defence of Indo-China.

10-10-68

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